

CENTRAL INTELLIGENCE AGENCY

Memorandum of Conversation

DATE: 20 August 1957

SUBJECT : Helicopter Service

REFERENCE: Letters dated 22 January 1957 and 15 August 1957 to
L. K. White, from John B. Hichborn, President,
Pilgrim Helicopter Services, Incorporated

PARTICIPANTS:

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J. M. Scammahorn - Atomic Energy Commission
[REDACTED] - Building Planning Staff

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1. On 20 August I telephoned Mr. J. M. Scammahorn, Deputy Assistant Director for Supply, Division of Construction and Supply, Atomic Energy Commission, to inquire about the nature of the references to helicopter service for the Atomic Energy Commission contained in referenced correspondence. Mr. Scammahorn said that AEC had included a heliport and a building in their original plans, but for reasons of economy, they have been forced to eliminate the building. The pad is presently under construction and they expect to have a "ship-to-shore" type radio for communication with helicopters.

2. Originally, AEC had planned to make arrangements with the Special Air Mission of the Air Force, which provides helicopter service on a reimbursable basis similar to the air service they used to get from MATS. They decided this would not be practical because of the expense and the requirement for advanced scheduling of helicopter service. They also considered the possibility of having the special Air Mission assign a ship to them on an annual basis, but this was estimated to cost about \$300,000 to \$400,000 per year and they decided their requirement was not sufficiently constant to justify it.

3. Their most recent consideration of helicopter service was centered around discussions with the Pilgrim Helicopter Services, Inc. where they expect to be able to obtain service within 30 minutes of a telephone call. Mr. Scammahorn believes AEC may be justified in calling for helicopter service intermittently and for emergency service. At the moment they do not plan to enter a contract with Pilgrim unless it be limited to an arrangement whereby Pilgrim would agree to provide helicopter service as called for. AEC's normal transportation between Germantown and the metropolitan area will be by airport-type limousine shuttle service. They do not expect to have a regular demand for helicopter service.

4. Mr. Scammahorn advised me that, upon request, he had informed Pilgrim that he would have no objection to Pilgrim's referring to their negotiations with AEC in correspondence with CIA. He had not, however, suggested that there might be any requirement or possibility of generating a requirement for joint helicopter service shared by the two agencies. He suggested that if there were such an arrangement, it would be his estimate that CIA would have to carry the burden of the expense as well as the major justification and use.

5. Mr. Scammahorn knows of no requirement for traffic between CIA and AEC which would justify joint use of helicopter service as a matter of routine, or as anything other than an expedient to meet the most extraordinary circumstance. He indicates his dealings with Pilgrim have been strictly on a "don't call us, we'll call you" basis.

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